LAKE ÁPC

LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
(707) 263-7799 / Fax 463-2212

525 South Main Street, Suite G
Ukiah, CA 95482

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
AGENDA

Tuesday, November 10, 2026 at 3:00 p.m.

Primary Location:
Lake Transit Authority
9240 Hwy 53, Lower Lake

Zoom Login
Dial-in number**: 1-669-900-6833** / Meeting ID: **836 6689 9058** Passcode: **146887**
*Zoom link provided to the public by request

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1. Call to Order and Introductions
2. Public Input
3. Proposed Approval of Draft April 21, 2026 SSTAC Meeting Minutes
4. 2026 Lake County Coordinated Public Transportation Plan (*Sookne*)
5. FY 2027/28 Unmet Transit Needs Process and Proposed Approval (*Ortega*)
6. SSTAC Membership Roster Update and Approval (*Sookne*)
7. Update on Lake Links
8. Update on Lake Transit Projects and Grants
9. Update on Lake Transit Authority (LTA)
    a. Transit Hub/Urban Greening Grant Update
    b. Next meeting date December 9, 2026
10. Update on Human Services Transportation Programs
    a. People Services (*Dakari*)
    b. Other programs and plans
11. Discussion of issues and/or concerns of the members of the SSTAC
12. Discuss next meeting Date: TBD
13. Announcements/Good of the Order
14. Adjourn SSTAC meeting

PUBLIC EXPRESSION
Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS
To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the APC office at (707) 234-3314, at least 72 hours before the meeting.

Date posted: 11/4/26

List of Attachments:

Agenda Item #3:	*April 21, 2026 Draft meeting minutes*
Agenda Item #4:	*CPTP Presentation*
Agenda Item #5:	*Staff Report: 2027/28 Unmet Transit Needs Process*
	Adopted Definitions
	26/27 Adopted Unmet Needs List & Findings
Agenda Item #6:	*SSTAC Roster*

LAKE COUNTY/CITY AREA PLANNING COUNCIL

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Planning: Suite B ~ 707-263-7799

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING
Draft Meeting Minutes

Tuesday, April 21, 2026
1:00 p.m.

Primary Location:
Lake Links
14420 Lakeshore Drive
Clearlake, CA

Members Present: Karen Dakari, Pastor Shannon Kimball-Auth, Tara Gandolfo

Non-SSTAC Attendees: James Sookne (Lake APC), Ben Stewart (People Services), Tami Aleksi (American Red Cross), Melinda Lahr (County of Lake)

Attending via Zoom: Laurie Fisher (SSTAC), Lisa Davey-Bates (Lake APC), John Speka (Lake APC), Tami Bender (Lake Links). Hector Ortega (Lake APC), Christina Lloyd (County of Lake)

1. Call to Order and Introductions
The meeting was called to order at 1:01 p.m. Introductions were made.

2. Public Input
None.

3. Approval of Draft February 3, 2026 SSTAC Meeting Minutes
Tera motioned, Karen seconded, to approve the February 3, 2026, minutes as presented.
Ayes: Karen, Pastor Shannon, Tera, Laurie; Nays – None; Abstain –

4. FY 2026/27 Unmet Transit Needs Process and Proposed Approval
James Sookne provided an update on the unmet transit needs process. At its April 8, 2026 meeting, the Lake APC Board held a public hearing and found at least one unmet transit need on the list. The Board directed staff to forward the identified needs to the Lake Transit Authority (LTA) for analysis to determine whether any could reasonably be addressed.

The analysis found that the identified needs remain unmet; however, funding is not currently available to provide the requested services. Needs discussed included transportation to the casino, access to the Sacramento airport, and service to Ukiah.

James also discussed a potential regional service expansion that would extend the existing Ukiah-to-Clearlake route through Williams to Marysville, providing connections to Interstate 5 and Highway 99. The proposed service is dependent on securing additional funding. Members discussed the possibility of partnering with a local tribe to help fund transportation to the casino.

Members also discussed inviting a tribal transportation representative to participate on the SSTAC. Melinda offered to contact Yolanda, the director of the California Tribal TANF Partnership (CTTP), to inquire about identifying a representative.

Karen made a motion to take the draft FY 26/27 Unmet Transit Needs list to the Lake APC Board. The motion was seconded by Tera.
Ayes:, Karen, Pastor Shannon, Laurie, Tera; Nays – None; Abstain –

5. SSTAC Membership Roster Update and Approval

The committee discussed upcoming membership term expirations and proposed roster additions. Tara's term as the Social Services Provider representative for people of limited means and Karen's term as a Consolidated Transportation Services Agency (CTSA) representative are scheduled to expire in October 2026.

Chair Pastor Shannon nominated Carissa Smith of Hope Center Project Restoration to serve as the Social Services Provider representative for people with disabilities. Carissa had previously expressed interest in serving on the committee.

Members also discussed filling the Transportation Provider representative position for people with disabilities. Sam Gaytan, the project manager of Transportation Concepts who operates Lake Transit Authority, was identified as a potential representative, and staff would confirm his willingness to serve. Members discussed contacting a tribal representative to fill an additional transportation-provider-related vacancy. Two additional roster positions remain to be filled.

Pastor Shannon made a motion and Tera seconded to approve the proposed roster changes, including the renewal of Tera and Karen's terms and the proposed appointments of Carissa Smith and Sam Guytan.
Ayes:, Karen, Pastor Shannon, Laurie, Tera; Nays – None; Abstain –

6. Update on Lake Links

Laurie Fisher provided updates on the Pay-Your-Pal (PYP) mileage reimbursement program and Ride Links volunteer driver program.

PYP provides mileage reimbursement for eligible transportation trips for low-income seniors and people with disabilities. In December 2025, program expenditures were approaching the available budget. To maintain the program and ensure sufficient funding for participants, eligible trips were narrowed to essential destinations, including medical appointments, grocery shopping, food banks, and church.

Since implementing the changes in January, program costs have returned to a more manageable level. Laurie reported that beginning in June, North Shore participants may be allowed to travel to either Lakeport or Clearlake for grocery shopping. Additional temporary trip options, such as holiday shopping, may be considered if funding permits. The program has also increased verification of medical appointments to ensure reimbursement requests reflect completed trips.

The Ride Links program has made significant progress in addressing its two-year waiting list. Tami has contacted individuals on the waiting list and completed home assessments for those who remain interested in participating. The program currently has nine volunteer drivers, with one additional driver in the onboarding process, and serves approximately 37 riders. Monthly rides have increased from approximately six to ten. Four volunteer drivers are now willing to provide occasional out-of-county transportation for medical appointments.

Tami provided an outreach update, noting presentations and outreach efforts involving the judges' breakfast, ministerial association, Kelseyville Senior Center, Kiwanis, Woodlands College Earth Day event, and KPLC radio. Members also discussed arranging a presentation at Hope Center Project

Restoration to inform clients about available transportation programs. Chair Pastor Shannon offered to introduce Tami to Carissa Smith, and Tami agreed to coordinate a presentation during Hope Center's 9:00 a.m. daily meeting.

7. Update on Lake Transit Projects and Grants

James Sookne provided an update on the Lakeport Transit Center design process. Work is progressing on the conditional use permit with the City of Clearlake, coordination with PG&E, and civil engineering and surveying.

James is preparing an application for approximately $800,000 from two funding sources to purchase two electric buses, which are tentatively planned for use on Route 8 in Lakeport. The application deadline is May 4, 2026. Staff also anticipate an upcoming Caltrans call for projects involving Federal Transit Administration Sections 5311 and 5311(f) funding.

James and John are monitoring a potential Urban Greening grant that could support additional improvements to the Transit Center property. The grant process will begin with a proposal outlining the proposed improvements, which will be reviewed for eligibility before a full application can be submitted.

Members discussed a Lake County parks and green spaces report that may provide useful information for the grant proposal. The report includes approximately 285 pages of information regarding parks, green spaces, and climate resilience. John will contact Lars Ewing to obtain a copy of the report.

Lisa Davey-Bates suggested exploring the possibility of incorporating outdoor fitness equipment or a senior playground into the Transit Center's Urban Greening grant. Members discussed examples of accessible outdoor equipment designed to support mobility, balance, and physical activity. Lisa noted that the concept would be subject to review of the grant's eligible expenses before further consideration.

James also reported that a purchase order had been submitted for four replacement bus shelters in Clearlake. Staff are planning to purchase an additional five or six shelters, with potential locations along Highway 20 and in Lakeport.

8. Update on Lake Transit Authority (LTA) Meetings

a. February 11, 2026 meeting

James reported that the next LTA meeting is scheduled for May 13, 2026. A draft budget and other items will be included on the meeting agenda.

9. Update on Human Services Transportation Programs

a. People Services

Karen reported that People Services has secured funding and is working to restore transportation routes toward pre-COVID service levels. The organization has transitioned from operating as a transportation service to a transportation company, which has improved the transportation options available. Additional routes are being considered, with the goal of restoring service closer to previous levels.

b. Other programs and plans

none

10. Discussion of issues and/or concerns of the members of the SSTAC

Chair Pastor Shannon raised a concern regarding two lawn chairs that had been secured with a cable to a bus stop pole on Martin Street, across from the senior living apartments.

James explained that the bus stop is located on private property and currently does not have sufficient ridership to warrant installation of a bench or shelter under the existing bus passenger facility plan. Installing a permanent bench or shelter would require additional property access or an easement, as well as an ADA-accessible concrete pad and sufficient space for passengers using mobility devices.

Members discussed potential liability and ADA concerns associated with the unauthorized seating. Lisa noted that although the chairs were not installed by LTA, the agency is aware of their presence and should seek legal guidance before deciding how to proceed. Members expressed concern about removing seating that may benefit seniors while also recognizing the need to address potential liability.

Lisa and James will consult legal counsel regarding the chairs, including potential liability concerns and appropriate procedures for removal.

11. **Discuss next meeting Date:** The group discussed scheduling the next SSTAC meeting for August. The committee tentatively selected August 25, 2026, at 1:00 p.m. Tami offered to host the meeting at the Lake Links office. Staff will distribute a calendar invitation.
12. **Announcements/Good of the Order**
    None.

13. **Adjourn SSTAC Meeting** - Meeting adjourned at around 1:50 p.m.

Respectfully Submitted,

Hector Ortega, Lake APC Administration

COORDINATED PUBLIC TRANSPORTATION PLAN: LAKE COUNTY

Esra Gul
Center for Business and Policy Research

November 10, 2026

UNIVERSITY OF THE PACIFIC
Center for Business and Policy Research

Why a Coordinated Plan?

- Federal requirement
- Planning Instrument
- Improved Coordination

Coordinated Plan Elements

- Background Information: purpose, funding sources, legislation
- Demographic Analysis
- Inventory of Existing Transportation Resources
- Coordination of Services
- Progress on Coordination, Needs, and Strategies
- Service Gaps and Unmet Transportation Needs Analysis
- New Priority Strategies

Public Outreach Survey

Take the survey

Scan the QR code or visit

bit.ly/LakeTransitSurvey

Thank you.

Esra Gul

egul@pacific.edu

UNIVERSITY OF THE PACIFIC | Center for Business and Policy Research

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
STAFF REPORT

TITLE: 2027/28 Unmet Transit Needs Process

DATE PREPARED: 11/4/26
MEETING DATE: 11/10/26

SUBMITTED BY: Hector Ortega, Project Analyst

BACKGROUND: Lake APC has been conducting formal Unmet Transit Needs processes since 2014. The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for Lake Transit Authority (LTA) to meet those needs if feasible. It assists the APC and LTA in determining how to best use the limited transit funding available to the region. The Unmet Transit Needs process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons before the SSTAC.

The first step in this annual process is for the SSTAC to develop a list of potential Unmet Transit Needs. These needs may be identified by SSTAC members, agency staff, or the public. For your reference, I have attached the list of Unmet Transit Needs that was approved by the APC during the last Unmet Transit Needs Process.

Once developed, the 2027/28 list will be presented to the APC Board at a public hearing in March to determine whether any of the needs qualify as an "unmet transit need" consistent with the approved definitions (attached). The Unmet Transit Needs will then be directed to APC and LTA staff members for analysis and further review by the SSTAC. Following this analysis, a recommendation will go to the APC Board determining whether or not any of the needs are considered "reasonable to meet." If needs are found reasonable to meet, those needs will then become part of the budgeting process.

ACTION REQUIRED: Develop a list of Unmet Transit Needs in Lake County that will be presented to the Lake APC at a public hearing. If desired, advise the APC on any other major transit issues per TDA mandated SSTAC duties.

ALTERNATIVES: None

RECOMMENDATION: None

Adopted Definitions for the
Unmet Transit Needs Process
Approved by the APC 12/10/14

Unmet Transit Need: Whenever a need by a significant number of people to be transported by moderate or low cost transportation to specific destinations for necessary purposes is not being satisfied through existing public or private resources.

Reasonable to Meet: It is reasonable to meet a transit need if all of the following conditions prevail:

- Funds are available, or there is a reasonable expectation that funds will become available. This criterion alone will not be used to determine reasonableness.
- Benefits of services, in terms of number of passengers served and severity of need, justify costs
- With the added service, the transit system as a whole will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements
- Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- The claimant that is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the marketplace

Lake Transit Authority
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April 14, 2026

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 S. Main Street, Suite G
Ukiah, CA 95482

Lake Transit Authority
Response to Potential Unmet Transit Needs
& Recommended Findings for the APC
FY 2026/27

Dear SSTAC Members, Technical Advisory Committee Members, and APC:

Thank you for the opportunity to respond to the list of FY 2026/27 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

1. Eastbound service to Spring Valley. Currently, there is no service east of SR 53.

Response: Transit service for residents of Spring Valley is an unmet need. Service was provided by the Live Oak Senior Center beginning in 2009 using funding acquired by the Area Agency on Aging. Although this program ran for several years, the demand was very low. The Lake Area Planning Council updated the Transit Development Plan in 2023, which recommended operating a lifeline service from Clearlake/Lower Lake to Spring Valley, contingent on available funding. This service would operate two times a day, one day a week and would require advance reservations with an approximate annual cost of $11,000.

Recommended Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet due to a lack of resources.

2. Eastbound service, allowing people to connect with service to the Sacramento area. Currently, the closest connection is at the Cache Creek Casino.

Response: Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority has previously coordinated with Shasta Regional Transportation Agency (SRTA) to acquire funding for additional vehicles to run this service but was unsuccessful. LTA is currently working with SRTA and other rural northern California transit agencies on interagency connectivity, which would include a connection from Lake County to I-5. At this time, these plans are purely conceptual and due to a lack of funding, it is unknown when implementation will occur. Therefore, this unmet need is not reasonable to meet.

Recommended Finding: The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

3. Fixed route service on Sundays. Another frequently noted need subject to funding availability.

Response: There is a need for service on Sundays throughout Lake County, as noted during the public survey process during the 2023 update to the Transit Development Plan (TDP). Based on transit industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and even fewer on Sunday than on Saturday. LTA Saturday ridership supports the industry evidence as there are 35 to 40 percent fewer Lake Transit riders on Saturdays than on weekdays. Sundays would likely generate even fewer riders. A recommendation from the 2023 TDP is to do a pilot project within the City of Clearlake that would offer on-demand microtransit service on Sundays from 9:00AM to 3:00PM, for an approximate annual cost of $31,300. This pilot project would gauge whether this type of service could be implemented in other major community centers throughout the County.

Recommended Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to a lack of funding.

4. NEMT after normal business hours. Instances in which a need for non-emergency transport arises outside of normal service hours.

Response: During LTA business hours, many NEMT needs are met by LTA transit and paratransit services. When LTA is closed, the only resources are typically taxi and emergency medical transportation provided by fire districts. Utilizing EMT services for NEMT needs is costly and problematic. One idea to address this situation is to extend LTA paratransit hours, or provide an alternative NEMT service through Lake Links, and work with the fire districts to dispatch the most appropriate and cost-effective service. If the patient is ambulatory, the Lake Links' Pay-Your-Pal or Volunteer Driver Program could be an option. The extent of the need for afterhours NEMT is not well documented, and the feasibility of providing afterhours NEMT is therefore unknown.

Recommended Finding: NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

5. Individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.

Response: Although most of the focus as of late has been on non-emergency medical transport (NEMT) services, there is also a need for other "on-demand" types of services for non-medical trips. A previous survey for the Pay-Your-Pal (PYP) program revealed that 90% of the respondents were in favor of this type of service. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan (TDP) for Lake County. Based

on current ridership data and survey results from the TDP, microtransit could be implemented in some parts of the county, specifically in Lakeport and the Rivieras, which would provide a partial solution to this unmet need. However, without additional funding dedicated to this "on-demand" service, implementation of this service at this time could only be done by reducing existing fixed-route service. Another potential solution to help meet this need could be Lake Links' Pay-Your-Pal or Volunteer Driver Program. While these programs aren't necessarily "on-demand", both could help to meet this need.

Recommended Finding: At this time, implementation of an "on-demand" type service to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system is an unmet need that is unreasonable to meet due to a lack of funding.

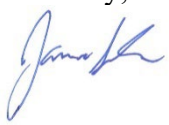
6. Earlier service to Ukiah for medical appointments, criminal justice appointments, and courses at Mendocino College. The existing fixed route service to Ukiah doesn't allow riders to attend early morning medical or criminal justice appointments or early classes at Mendocino College.

Response: Over the years, LTA has received the occasional comment that there should be earlier service to Ukiah so riders could get to their early appointments; however, the exact demand for this service hasn't been known. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The 2023 Transit Development Plan recommended eliminating the last Route 7 run, which left Lakeport at 5:00PM and returned to Lakeport at 8:28PM and adding an earlier run that would leave Lakeport at 6:30AM and arrive in Ukiah at 8:00AM. This would allow riders to attend their early morning medical or criminal justice appointments or early classes at Mendocino College. In November 2024, LTA made some service reductions to reduce operating costs, which included eliminating the last evening run to Ukiah.

Recommended Finding: At this time, this is an unmet need that is unreasonable to meet due to lack of funding.

Again, thank you for the opportunity to respond to unmet needs testimony. The partnership between LTA and the Area Planning Council to identify unmet needs, and plan appropriate responses has continued to provide many useful and important transportation improvements.

Sincerely,



James Sookne
Program Manager

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
MEMBERSHIP ROSTER - 2026

			TERM
1.	Potential Transit User 60 Years or Older	**Annie Barnes** Phone: 707-472-7511 E-mail: sunrise.ssf@gmal.com	Nov. 2024 – Oct. 2027
2.	Potential Transit User Disabled	Vacant	Nov. 2023 – Oct. 2026
3.	Social Services Provider Seniors	**Rev. Shannon Kimbell-Auth** Phone: 707-349-2324 E-mail: shannon.kimbellauth@redcross.org	Nov. 2025 – Oct. 2028
4.	Transportation Provider	Vacant	Nov. 2024 – Oct. 2027
5.	Social Services Provider Disabled	**Caressa Smith** Hope Center 3400 Emerson Street Clearlake, CA 95422 Phone: 707-701-6713 / E-mail: smithcb@ah.org	Nov. 2024 – Oct. 2027
6.	Transportation Provider Disabled	**Samuel Gaytan** Lake Transit Authority 9240 Hwy 53 Lower Lake, CA 95457 Phone: 707-461-0520 / E-mail: sgaytan@transportationconcepts.com	Nov. 2025 – Oct. 2028
7.	Social Services Provider Limited Means	**Tera Gandolfo** Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4200 / E-mail: tera.gandolfo@lakecountyca.gov	Nov. 2026 – Oct. 2029
8.	Consolidated Transportation Services Agency	**Karen Dakari** People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: karendakari@yahoo.com	Nov. 2026 – Oct. 2029
9.	Consolidated Transportation Services Agency	**Laurie Fisher** Lake Links 14420 Lakeshore Drive Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: laurie.fisher@lakelinks.org	Nov. 2025 – Oct. 2028